

TRANSIT SERVICES ADVISORY COMMITTEE
Meeting Summary
Thursday June 9, 2016

PRESENT: Mike Warner, Charlotte
Joshua Niday, Charlotte
D. Evans, Charlotte
Daniel MacRae, Charlotte
Walter Horstman, Matthews
Terry Lansdell, Charlotte
Scott Jernigan, Charlotte
Lou Raymond, Cornelius
Louis Cosentine, Huntersville
Gregory Hardee, Charlotte
Chris Maloy, Charlotte

STAFF: Wanda Braswell, Duretta Weicken, Larry Kopf, Pamela White, Brian Horton, Theron Barrino, Debra Franklin, Walter Jenkins, Scott Colburn, Tina Votaw, John Muth, Allen Smith

Meeting Time 4:00-5:30 PM

I. Call to Order and Approval of the May Meeting Summary

Chairman Mr. Michael Warner called the meeting to order at 4:00 p.m., The May meeting summary was approved as written.

II. Public Comment on Agenda Items:

There was no one from the public at the meeting to give comment.

III. Action Items:

A. Summer Schedule

The committee discussed and voted on the summer TSAC schedule.

Ms. Evans made a motion to take July & August off and it was seconded by Mr. Jernigan. The committee unanimously voted in favor of not having meetings in July & August. The committee will reconvene in September.

B. Coordinated Human Services Public Transportation Plan

Brian Horton CATS Planner reviewed the plan that was presented to TSAC last month and was now asking for a possible recommendation to MTC.

Mr. Cosentine asked if there were timing for implementation of the plan and who applies for the grant funds. Mr. Kopf stated CATS gets opportunities for funding so CATS and many counties that are service providers apply for part of the grant funds as well.

Mr. Warner asked how much of the plan is for Mecklenburg County and other specified urbanized areas. Mr. Horton stated this plan helps guide federal funding and the plan is based on the urbanized area.

Mr. Jernigan made a motion and Mr. Niday seconded the motion the committee voted unanimously to recommend the plan as is to MTC.

IV. Information Items:

A. Rail Trails

Cheryl Myers and Erin Gillespie of Charlotte Center City Partners brought the committee Information about the Rail Trail saying it was constructed within the rail corridor adjacent to CATS' light rail system. It is largely located within the South End District. The City built the existing trail, which opened in 2007 with the light rail opening. It was built to a trail standard, a basic asphalt utilitarian trail with basic lighting. The trail has become hugely popular and serves as a linear park for residents of Uptown and South End. The City/CATS has been able to expand and lengthen the trail through converting industrial sites near the corridor and adding new pedestrian linkages. Pedestrian linkages near rail lines were discouraged during the days of industrial freight rail. The linkages are now necessary and desired with the population growth in the area, so CATS and the City are working with Center City Partners and other innovators to make the trail even more functional in response to all of the new residents and uses in the area.

www.CharlotteRailTrail.org

Mr. Cosentine asked if there were plans to continue the rail trail along the Blue Line Extension. Ms. Votaw stated there are plans to continue onto the BLE but it will be different from the Blue line. The City has come up with a project called the Cross Charlotte Trail that will mimic the Blue Line Trail. Mr. Cosentine asked if the bike trails will follow the BLE as well. Ms. Votaw stated yes the bike trails will continue with the BLE and CDOT takes part in the cross charlotte trail. Mr. Cosentine asked if the economic benefits are tracked. Ms. Votaw stated yes CATS catalogs new development that has occurred within a half mile of the stationeries. Since the line opened in 2007 there has been about 1.4 billion dollars' worth of new development and since construction has started with the Blue Line Extension there has been about 400 Million dollars of construction and we anticipate that to continue to grow.

Ms. Evans asked if there were any spaces along the trails for community gardens. Ms. Myers stated that community gardens were in identified in the frame work so we will see some of that in the future. Ms. Evans stated is there any place making ideas to get funded to be embraced by the community, CPCC & local schools to get kids involved. Ms. Myers stated that is a good idea and will probably be seen in the future.

Mr. Lansdell stated were are coming up on the ten year anniversary of the Blue Line and he wanted to commended CATS staff their management of keeping the graffiti from the Blue Line. As it is no small task to keep the Blue Line and the rail trail looking as good as it does Mr. Lansdell stated there are still a couple of safety issues when dealing with the rail trail especially around Scaly Bark station and asked that that will continue to be looked at as they move forward.

Mr. Maloy stated there is an issue of safety with the public hoping the tracks to get to the Public store and encouraged that CATS and Center City Partner continues to look at and if possible to get a bridge or a tunnel to correct that. Ms. Votaw stated CATS is still looking at a solution to that issue.

B. Denver Trip / Charlotte Gateway Station

Tina Votaw CATS Development, reported that a group of elected officials went to Denver on April 27-28, 2016 to learn about Denver Union Station, bring back lessons learned to apply to the Charlotte Gateway Center project and to learn about Denver Union Station's financing and how the public asset spurred private development. Ms. Votaw showed a presentation of the Gateway station project to the committee which showed timelines, possible locations and the three phases for the project.

Mr. Cosentine what are the next steps for the funding of the Gateway project. Ms. Votaw stated there is money at the Federal level that we can continue to pursue and we are currently working other pots that are more locally controlled.

Mr. Hardee asked if this is part of the route from Washington to Atlanta. Ms. Votaw stated yes it is the Southeast Corridor rail.

Mr. MacRae with Amtrak and Norfolk Southern sharing tracks do they separate at some point. Ms. Votaw the tracks are conjoined at the station.

Mr. Warner asked if Phase I gets the system functional down town. Ms. Votaw stated that phase I gets the tracks, bridges & signals it does not get the platform and canopy. That's why we are considering a temporary building so we could start taking passengers.

C. North Corridor Study

Mr. John Muth CATS Development presented the North Corridor study saying

HOV/HOT Express Lanes are dedicated lanes managed to provide reliability and unimpeded travel during peak demand periods. Vehicles with the highest occupancy, such as transit, typically use these types of lanes at no charge. Two express lanes will be added to I-77 in both directions from Charlotte to Exit 28 near Cornelius. From Exit 28 to Exit 36 in Mooresville, one express lane will be added in each direction. Premium bus service is needed in the I-77 North Corridor as I-77 is one of the most congested interstates in the region and the population in northern Mecklenburg has increased at an unprecedented rate. Draft objectives of the North Corridor Transit Study is to identify short- and medium-term bus service and facility enhancements to leverage the I-77 HOV/HOT lanes, mitigate construction impacts of express lane construction on I-77 and set the stage for future commuter rail service. Much of the project management, coordination with NCDOT and I-77 Mobility Partners, public involvement and branding/marketing can be done by CATS and Town staff rather than consultant staff. A draft timeline proposes to finalize the scope of work through the end of 2016 with implementation and advance facility planning and development, as well as preparing a five to ten year funding plan from January 2016 to the opening of the HOV/HOT lane project in late 2018. After opening, Phase 3 will implement the approved program over the ten-year period, consistent with the annual MTC budget process and depending on funding partners' ability to keep their funding commitments. In the next 30 to 60 days, the project team will mobilize and will meet with Town staff to develop the project management plan, objectives and goals and to refine the scope of work.

Mr. Cosentine wanted to know if there is an elected official that the public can write to in support of the Gateway project. Mr. Muth stated that official Bill Brawley and Council members.

Mr. Horstman asked about if Rapid Transit is allowed to use the HOV lanes. Mr. Muth stated CATS will be able to use the HOV/HOT lanes for free.

Mr. Cosentine asked there will be easier ways to get off and on the highway. Mr. Muth stated the idea is to look at the direct connections to the HOV/HOT access lanes on and off the highway and should there be park & rides but the study is to identify all those type issues along the corridor.

Mr. Lansdell asked if there was any hope of Iredell County being a funding partner. Mr. Muth stated we are planning to engage with them.

V. Service Issues

Mr. Horstman reported on bus number 528 there is a broken seat in the third row right seat. Mr. Kopf stated he would report the broken seat to the proper staff.

Chairman Report

Mr. Warner stated the last MTC meeting had the same presentations as the ones TSAC had tonight.

VI. Manager of Operations Report

Mr. Kopf reported about the APTA conference saying Last month CATS was the host for the American Public Transportation Association (APTA) Bus and Paratransit Conference. There was a good turnout. Mr. Kopf continued saying next week the North Carolina Paratransit Association (NCPTA) conference will be held in Concord, NC. Mr. Kopf also introduced new member of CATS Operations staff Mr. Walter Jenkins.

Next TSAC MEETING: THURSDAY SEPTEMBER 8, 2016